

QUERIES ANDANSWERS

Mr. Rockefeller's Address.
Kindly publish in next Sunday's issue the present address of Mr. J. D. Rockefeller, president of the Standard Oil Company, and oblige.
Mr. Rockefeller is now residing in the city of Cleveland, Ohio.

The President's Visit.
When the President visits Richmond when and where will the public be able to see him?
Respectfully,
OLD SUBSCRIBER.

It may be seen on the line of parade and again in Capitol Square, when he makes his public address.

Scotland Yard.
Editor of The Times-Dispatch:
Sir—Kindly answer in the Sunday paper what and where is Scotland Yard, and oblige. A CONSTANT READER.

Scotland Yard is a short street in London, near Trafalgar Square. The headquarters of the London Police were formerly located there.

Name of Author.
Editor of The Times-Dispatch:
Sir—Please tell me in your query column who is the author of "A Speckled Bird," and oblige.
A CONSTANT READER.

Augusta Evans Wilson.

Tallest Building.
Editor of The Times-Dispatch:
Sir—Please tell in your query column which is the tallest building in New York city and give the number of feet and stories. Oblige.
A CONSTANT READER.

The New York Times Building.

Greater New York.
Editor of The Times-Dispatch:
Sir—Please state in your query column the cities, towns, &c., that constitute Greater New York, and population of entire municipality.

New York, Brooklyn, Long Island City, Staten Island, Westchester, Flushing, Newtontown, Jamaica, and parts of East Chester, Petham and Hempstead. Population estimated, 4,550,000.

To Have Ore Analyzed.
Editor of The Times-Dispatch:
Sir—Please let me know through the columns of The Times-Dispatch where to send ore to have it analyzed and oblige.

A READER.

Write to Hon. George W. Kolner, Commissioner of Agriculture, Richmond, Va.

A Widow's Name

Editor of The Times-Dispatch:
Sir—Please say in your query department, Sunday's issue, what is the legal name of a married woman and how should she sign her name. Mrs. Mary Jane Smith or Mrs. John Thomas Smith, and oblige.

SIGMA.

She should sign her name Mary Jane Smith.

Railroad History.

I see along the eastern side and running parallel with the Southern Railway what seems to be the graded roadway of an old railroad that was never utilized. I see at the streams substantial and costly abutments. I have traveled this road often before, but strange to say, I never before noticed this old road-bed. And I have curiosity enough to write and ask you to kindly give me a history of it, and oblige.

Yours truly,
B. L.

The Southern Railway has spent, in the last two years, millions of dollars double-tracking and straightening the line between Washington and Orange, and, in fact, double-tracking the line at different points. The company at present contemplates double-tracking from Washington, D. C., to Atlanta, Ga.; also between many other points of the system.

The graded road-bed referred to by our correspondent is the old line of road where the company has straightened its track between Washington, D. C., and Orange, Va.

Pensions for Widows.

Editor of The Times-Dispatch:
Please answer in your query column where would a widow have to go for information in regard to getting a pension. She was married before May 1, 1867.

B. L.

She can get all needed information by stating the case fully to Colonel Morton



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New Hominy and Grits, 2 pounds for 5c
New Codfish, in 1-pound bricks, 6c; Shredded Codfish, pkg. 5c
Fresh Bologna Sausage, per pound 7c
New Pils' Feet, per pound 5c
Cooked Sliced Ham, per pound 12 1-2c
Six Large New Fat Mackerel, for 25c
100-lb. Sacks Best Dairy Salt, per sack 45c
New Shredded Cocoanuts, per pound 12 1-2c
Home-made Preserves, 3-pound jars 18c
Grape Nuts or Postum Cereal, package 12c
Winner Brand Condensed Milk, can 9c
Large Kits Mackerel for 90c
Silver King and all Popular Brands Flour, 32c bag, or bbl., \$5.00

Best American Sardines, 9 cans for 25c

New Prepared Buckwheat, 1-lb. package, 5c; 2-lb. package, 9c; 3-lb. package 14c
Two pounds Mountain Roll Butter for 25c
Sour Pickles, per gallon 20c
Sterling Soap, octagon shape, 8 bars 25c
Snow Flake Patent Family Flour, 30c bag, or barrel \$4.75
California Evaporated Peaches, per pound 11c
Duffy's Malt Whiskey, bottle 80c
Pure Cider Vinegar, for pickling, per gallon 20c
Best Quality Ginger Snaps or Soda Crackers, per pound 4c
Best Small Sugar Cured Hams, per pound 12 1-2c
Best City Meal, per peck, 17c; per bushel 68c
Two pounds best Jefferson Coffee, one-pound papers 25c
Best Swiss Cheese, per pound 20c
Sweet Pickles, per gallon 40c
Ship-Stuff, per hundred \$105
Brown Stuff or Bran, per hundred \$1.00

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Marve, Auditor of Public Accounts, Richmond, Va.

Local Elections.

Editor of The Times-Dispatch:
Please be kind enough to look in "Acts of Assembly 1902-4," and read section 109 of chapter 587, page 523, which says: Town elections shall be held on Tuesday after first Monday in November, and then turn to section 3 of chapter 178, page 25, which reads: That town elections shall be held on second Tuesday of June, 1906, and every two years thereafter, and tell me through your valuable paper, when town elections should be held. Thanking you in advance,
C. R. G.

The Secretary of the Commonwealth makes the following reply:

Section 109 of chapter 587 of the Acts of 1902-03-'04, provides for the holding of general elections throughout the State on the Tuesday after the first Monday in November in the counties and cities, and on the Tuesday after the first Monday in June in the cities and towns for the election of all officers required to be

voted for at such elections, respectively. No officers are required by law, or the Constitution, to be elected on the Tuesday after the first Monday in June.

It would seem from this that town elections should be held on the second Tuesday in June. This view is strengthened by a provision of section 122 of the Constitution, which fixes the time for city elections. I understand it was judicially determined in a case which went before the town of Leesburg.

Very truly yours,
D. Q. BOGLESTON,
Secretary of the Commonwealth.

The Capitation Tax.

Editor of The Times-Dispatch:
Sir—Would any person coming of age the latter part of October, be assessable for 1906, or would he have to pay his poll tax for 1906 before voting? Please answer the above in your next issue of The Times-Dispatch, and oblige.

A SUBSCRIBER.

He will have to pay \$1.50 when he registers, but this will be in full of his capitation tax for 1906.

Annexation and Schools.

Editor of The Times-Dispatch:
Sir—Will you please inform the residents of the district proposed for annexation as to whether their children will be admitted into the city public schools as soon as the annexation ordinance is approved by the judge of the court?

Richmond, Va.

As soon as the new territory becomes part of the city, of course, all children therein will have access to the city schools.

Construction of By-Laws.

Editor of The Times-Dispatch:
Please answer the following with respect to by-laws:

Article XI now reads: "These by-laws may be amended or repealed by a two-thirds vote of the members present after laying over one week."

Does the above article refer only to amending articles now contained in by-laws, or would it also apply to an addition to by-laws that is something not contained in by-laws, but if adopted, would become a part of by-laws?

T. S. M.

The article XI of the by-laws clearly admits of not only amending articles now contained in the by-laws, but also of adding articles to the same, "that is, something not now contained in by-laws, but, if adopted, would become a part of the by-laws."

That recalls a tremendous episode in the history of the House of Representatives when the Democrats insisted they were not present, and Boss Reed replied: "I see you in your seats," or words to that effect.

The Running of Freight Trains.

Editor of The Times-Dispatch:
Sir—Will you please publish in your query column of next Sunday the law in this State which applies to the running of freight trains on Sunday?

What is the method of proceeding to stop the running of such trains through a town on Sunday?

A REGULAR READER.

The regulation will be found in section 3801 of Pollard's Code, which reads as follows:

"Sec. 3801.—No railroad company, receiver, or trustee controlling or operating a railroad, shall, by any agent or employee, load, unload, run or transport upon such road on a Sunday, any car, train of cars,

or locomotive, nor permit the same to be done by any such agent or employee, except where such cars, trains, or locomotives are used exclusively for the relief of wrecked trains, or trains so disabled as to obstruct the main track of the railroad, or for the transportation of the United States mail; or for the transportation of passengers and their baggage; or for the transportation of live stock; or for the transportation of articles of such perishable nature as would be necessarily impaired in value by one day's delay in their passage; provided, however, that if it should be necessary to transport live stock or perishable articles on a Sunday to an extent not sufficient to make a whole train-load, such train-load may be made up with cars loaded with ordinary freight.

Spring and Glade Trees.

Editor of The Times-Dispatch:
Sir—Please answer in the query column of The Times-Dispatch the following questions:

1. Is there any ordinance of this city limiting the quantity of water that a citizen may take away from Chalmers Spring for his own individual family use?

2. Can a citizen trim the trees in front of his premises which he set out in the street twenty-three years ago and has cared for ever since, without violating any law? And if not, what steps are necessary for him to take to have them trimmed?

3. What steps are necessary to secure the setting out by the city of shade trees generally along a given street?

1st. No ordinance controls the surplus waste water at Chalmers Spring and any citizen has a right to take it from the discharge basin for his own use.

2nd. The city plants and trims the street trees and will do any trimming that any citizen requests, provided it is to be properly done, but not to take any account of cottonwoods, alantus and mulberries (Oshelto).

3rd. It is only necessary to apply to the engineer's office for planting shade trees by the city, the owner supplying the regulation boxes for the same.

Seating Passengers On Street Cars.

Editor of The Times-Dispatch:
Sir—Please give in your next Sunday issue of your paper the law governing the seating of passengers on the street cars.

CITIZEN.

Under the provisions of an Act of Assembly, approved January 18, 1904, the street car companies operating in Richmond and vicinity, and in Petersburg, formulated rules for the comfortable and convenient segregation of the races upon their cars, by which, white passengers are seated in the forward portion of the car, colored passengers in the rear, on the inside. The designation of the seats or portions of the car for white and colored passengers, respectively, is elastic, and, if necessary, a majority or all of the seats may be used, as occasion requires, for either white or colored.

Under the law, conductors are empowered to require any passenger to change his seat when and as often as it may be necessary for the carrying out of the complete segregation of the races. Persons failing to take seats designated for them or to change their seats when required to do so by the conductor, are guilty of a misdemeanor, and incur a fine of not less than five nor more than twenty-five dollars. For the proper carrying out of the law, conductors and motormen are made special policemen, with powers of conservators of the peace, with the right to arrest, etc.

The law prohibits any discrimination between the two races in the quality and convenience of the accommodations, and employees engaged in operating the cars, and motormen, as well as officers in charge of prisons and lunatics, are excluded from its provisions.

The statute also provides that neither the company operating such line, nor the conductor or other employee, shall be liable for any lawful act done in the enforcement of the law.

This legislation was enacted in consequence of an almost universal public demand, conservative and law-abiding citizens of both races being satisfied that a fair and just separation of the races would be mutually agreeable, and prevent unsightly clash and disturbance. The law has proven most satisfactory to the public, and very few prosecutions have been necessary to enforce its provisions.

Libby Prison.

Editor of The Times-Dispatch:
Will you kindly publish in your next paper a history of Libby Prison, giving full details, description, statistics, etc.

A CONSTANT READER.

There is on sale in the Capital Library Building a sketch in pamphlet form of Libby Prison, which we have not seen, and there are two descriptions given of it—one in Murphy's Guide to Richmond, and the other in Chesterman's. No history giving full details, statistics, etc., is in print, so far as we know. Several years before the war of the States John Enders, a tobaccoist of note in the by-gone days of Richmond, had built several warehouses on the narrow slip which divides at some length Dock street from Cary—one of which situate at the southeast corner of Twentieth of the lotter and extending to the former was occupied as a ship chandlery by Libby and Company.

It was a large, square, plain brick structure of three stories, with doors of entrance front and rear, and windows on three sides, well lighting its interior. It was converted during the war into a place of confinement for Federal officers, and such privates destined after registration for Belle Isle, Andersonville and Salisbury. As many, in all probability, as 50,000 prisoners thus crossed its threshold and partook for a short while its simple fare. The office of the commandant was at the northeast corner of the prison. A most worthy incident in the history of the Libby was the escape of 109 prisoners, led by one Col. Streight, through a tunnel which had been dug by them with naught else but table forks. A little more than half of the fugitives were recaptured, whilst the rest found shelter with friends, and eventually security within the Federal limits.

The building was subsequently used by the Southern Fertilizing Company, when in 1888 it was taken to Chicago and erected there as Libby Prison War Museum.

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A new line of Hand-some Quartered Oak and Mahogany Book-Cases up from \$15.00.

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